

**COUNCIL OF THE DISTRICT OF COLUMBIA
COMMITTEE ON TRANSPORTATION & THE ENVIRONMENT
MEMORANDUM**

1350 Pennsylvania Avenue, NW, Washington, DC 20004

TO: Chairman Phil Mendelson
FROM: Councilmember Charles Allen *CA*
RE: Request to Place Measures on October 6, 2026 Legislative Meeting Agenda
DATE: October 1, 2026

I request that the following measures be placed on the agenda for the October 6, 2026 Legislative Meeting:

Permanent Measures Approved by the Committee

- **Bill 26-0243, the “Automatic Enrollment for Utility Affordability Programs Act of 2025”**

On May 6, 2025, Bill 26-0243, the “Automatic Enrollment for Utility Affordability Programs Act of 2025”, was introduced by Councilmembers Allen, Lewis George, McDuffie, Nadeau, Parker, and R. White.

The Committee Print, as amended, instructs the Department of Energy and Environment (“DOEE”) to implement a process for automatically identifying and enrolling District households into affordability programs for which they are eligible based on their enrollment in another income-qualified program. The Print specifically allows DOEE to receive enrollment data related to income-qualified programs administered by the Department of Human Services (e.g., the Supplemental Nutrition Assistance Program and the Temporary Assistance for Needy Families Program), DC Health (e.g., the Special Supplemental Nutrition Program for Women, Infants, and Children) and the Department of Health Care Finance (e.g., Medicaid). The Print also requires that utilities, upon request by the agency, share their customer data.

The Print requires that the process developed by DOEE include a data-sharing protocol that ensures that the agency will not disclose personally identifying information except for the purposes of administering the automatic enrollment system or verification, research, evaluation, and analysis. When a household is enrolled into an affordability program through the automated process, the household will be notified of their enrollment, the date upon which benefits or credits will begin accruing, and the procedure for withdrawing from the automatic enrollment process or relevant programs if they choose to do so.

Emergency Legislation at the Request of the Mayor

- **“Washington Metropolitan Area Transit Authority Stadium-Armory Station Improvements Fiscal Year 2026 to Fiscal Year 2030 Reimbursable Agreement Emergency Declaration Resolution of 2026”**

- **“Washington Metropolitan Area Transit Authority Stadium-Armory Station Improvements Fiscal Year 2026 to Fiscal Year 2030 Reimbursable Agreement Emergency Act of 2026”**

On September 17, 2025, the Council voted to approve the Development and Financing Agreement governing the Robert F. Kennedy (“RFK”) Campus Redevelopment Project. The agreement paves the way for the construction of a multi-purpose stadium with seating for nearly 65,000 attendees. While the stadium will primarily serve as the home venue for the Washington Commanders football team, the stadium will also be used to host other events throughout the year.

The stadium and the surrounding development will have a significant impact on transportation needs and travel patterns near the stadium, across the District, and throughout the region. Whether residents and visitors plan to travel to and from the stadium by public transit, personal vehicle, or active transportation modes, the District must plan for the increased demand for transportation resulting from the stadium redevelopment to provide equitable and accessible transportation options for all residents and visitors.

Through its planning efforts, the Washington Metropolitan Area Transit Authority (“WMATA”) has identified upgrading the existing Stadium-Armory Metro Station as its preferred path to accommodate increased travel demand resulting from the redevelopment, rather than pursuing the construction of a new infill station closer to the stadium. During the Fiscal Year 2027 budget process, the Council allocated \$300 million across the Capital Improvement Plan to expand capacity at the Stadium-Armory Metro Station.

This emergency approval act would approve a multiyear Reimbursable Agreement between the District and WMATA “to perform station improvements at the street, mezzanine, and platform levels of the station,” in an amount not to exceed \$300 million.

- **“Washington Metropolitan Area Transit Authority Gold Line Bus Rapid Transit Phase 1 Fiscal Year 2027 and 2028 Reimbursable Agreement Emergency Declaration Resolution of 2026”**
- **“Washington Metropolitan Area Transit Authority Gold Line Bus Rapid Transit Phase 1 Fiscal Year 2027 and 2028 Reimbursable Agreement Emergency Act of 2026”**

The Council also approved a total of \$5.2 million for the development of a crosstown bus route, which WMATA has tentatively branded as the “Gold Line.” While the initial \$2 million proposed by the Mayor supported the development of a crosstown bus route connecting Union Station and the RFK Campus, the Council has identified an additional \$3.2 million to plan for a route that extends further east to the Benning Road Metro Station and further west past Union Station.

This emergency approval act would approve another multiyear Reimbursable Agreement between the District and WMATA “to develop a bus rapid transit system on H Street and Benning Road between Union Station and RFK Stadium named the “Gold Line,” in an amount not to exceed \$5 million. The funding would allow WMATA “to perform planning, environmental, and outreach, through preliminary (30%) design of Phase 1 of the Gold Line which will support the

development of the H and Benning Street corridors, Union Station and the area surrounding the existing RFK Stadium.”

A copy of the filed committee report for the permanent measure is attached. Copies of the introduced version of the emergency measures are also attached. Please contact Kevin Whitfield, Committee Director, at kwhitfield@dccouncil.gov with any questions.

cc: Members, Council of the District of Columbia
Office of the Secretary
Office of the General Counsel